

Murray Morgan Bridge

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Transportation Commission Update

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Washington State
Department of Transportation



Outline

- History of this Bridge and Corridor
- Present condition and situation
- Plan forward
 - Short term
 - Long term

History of the Corridor

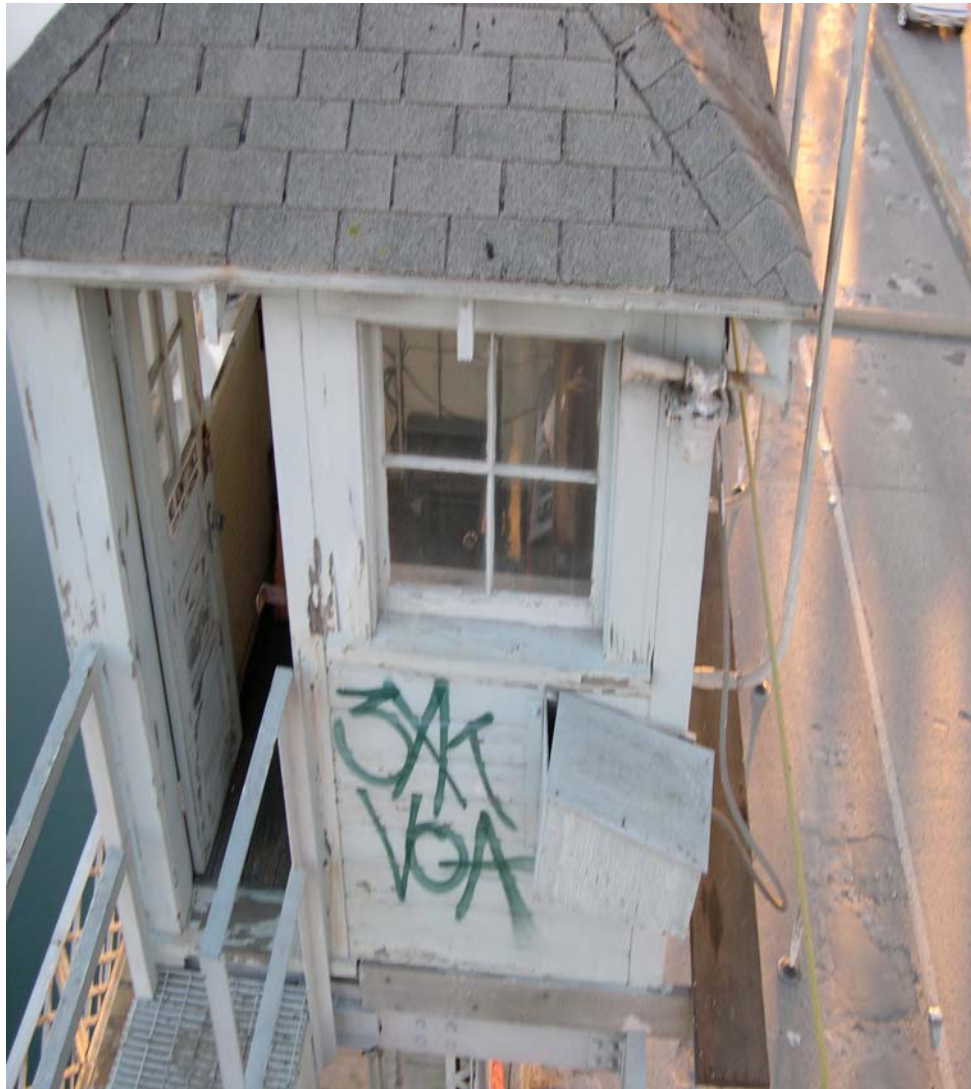
- 1894-1911 First City Waterway crossing
- 1913 New City Waterway Bridge opens
- 1937 East 11th St becomes SSH 1V
- October 1990 FEIS on SR 509 East West Corridor
- January 1997 SR 509 opens to traffic

History of Agreements and Events

- March 1995 Turnback agreement:
 - East 11th Street from A St. to Port of Tacoma.
 - Excludes City Waterway until rehabilitation.
 - Effective upon opening SR 509 from I-705 to Milwaukee Ave.
- January 1998 Supplement to Turnback agreement:
 - Extends limits from A Street to Marine View Drive.
 - Excludes Murray Morgan Bridge until replaced with a replica or alternative type of design developed through a public process.
- January 2000 WSDOT enters into participating agreement with City and Port to study transportation alternative from CBD to Port Connection.
- April 2002 WSDOT imposes a 10 ton weight restriction.
 - Tacoma Fire Department granted an exemption to weight limit through 2003
- October 2003 Report issued for CBD to Port Connection.
 - State and Port favored Alternative 5 removing the East 11th Street Corridor crossing of the Foss Waterway.
 - City passes resolution opposing the removal of the bridge and directs staff to make every feasible effort to preserve and restore it.
- April 2004 WSDOT proposes agreement to City to accept the bridge along with \$25 million. City ultimately rejects offer.
- October 23, 2007, WSDOT closes Murray Morgan Bridge to traffic.

Main pier with lift span raised





Control house



Drum controller



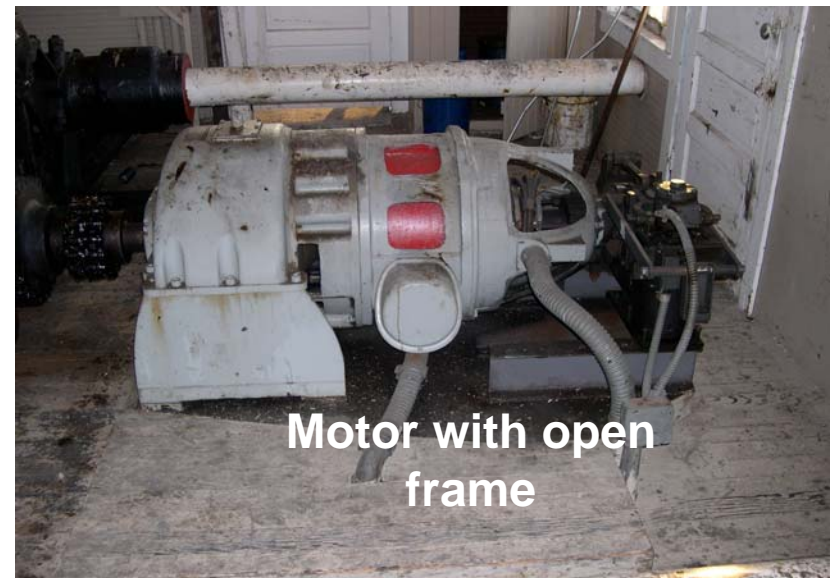
Control desk



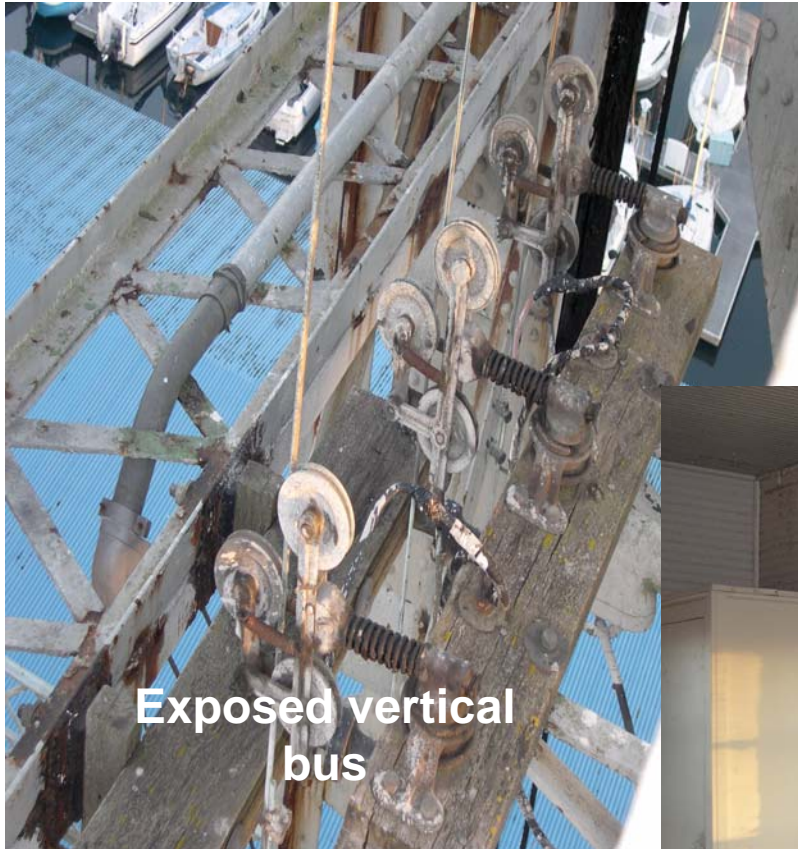
**Wiring on underside of
machinery house**



Electrical panel



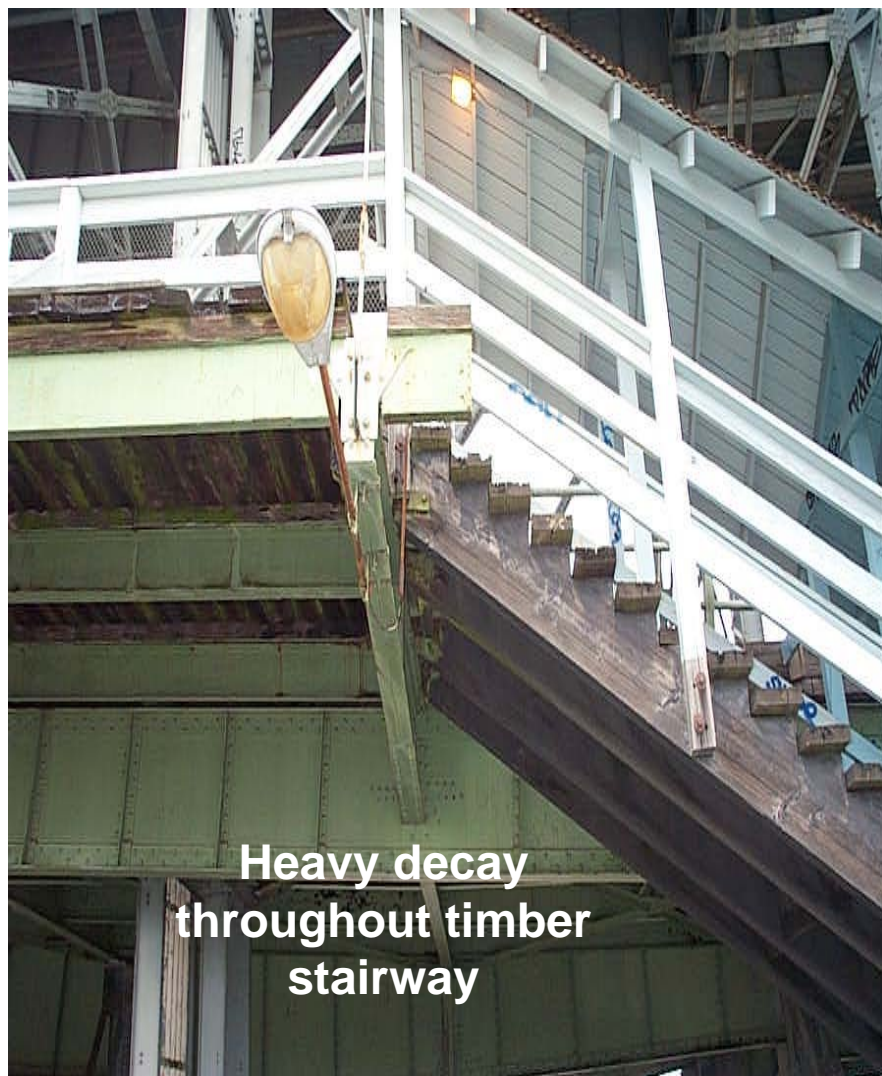
**Motor with open
frame**



**Exposed vertical
bus**



**Resistors with exposed
contacts**



Connections and gussets with extensive rust



Rust has created actual voids in the structural members



Extensive rust throughout structural members



**Spalled concrete with exposed
rebar and strand on
approaches**



Deep cracks and heavy spalling in piers

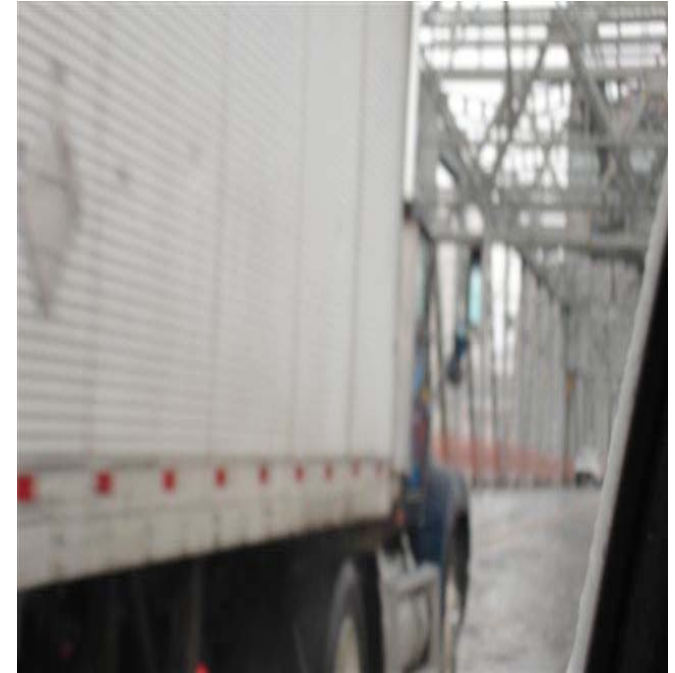


**Overloads
monitored**

Sept 16th - 0

Sept. 17th - 22

Sept. 18th - 14



Immediate Mitigation Efforts

- WSDOT and the City are working on Several “mitigation” efforts to deal with the changing traffic patterns.
 - WSDOT intends to use currently allocated funds in the 07-09 budget to accomplish these items.
 - WSDOT will seek concurrence from both the Port and City for these items.
- Mitigation Elements:
 - Detour signing converted to permanent signing.
 - Closure at east and west end of bridge made permanent.
 - Signal at the Eastbound off ramp from SR 509 to Portland Avenue.
 - Emergency pre-emption of select signals to improve emergency response times.
 - Traffic cameras at selected location to allow better routing of emergency vehicles.
 - Potential of WSDOT assisting with cost impacts encountered by the City.

Continued efforts with the City

- WSDOT and the City agree on:
 - The importance of this corridor to the City's future development plans.
 - The desire to preserve this structure if economically feasible.
- Representative Flannigan will facilitate a working group.
 - Will include State, City, Port and community members.
 - Will consider options to secure funding for the City's vision.
- City is conducting an independent study to determine if the structure can be rehabilitated.
 - Results of study and a direction by the City will be complete the end of December.
 - WSDOT engineers will remain in close consultation with the City's consultant and provide relevant data.
- WSDOT to work with the City to explore funding to pursue their desired direction.

Questions?